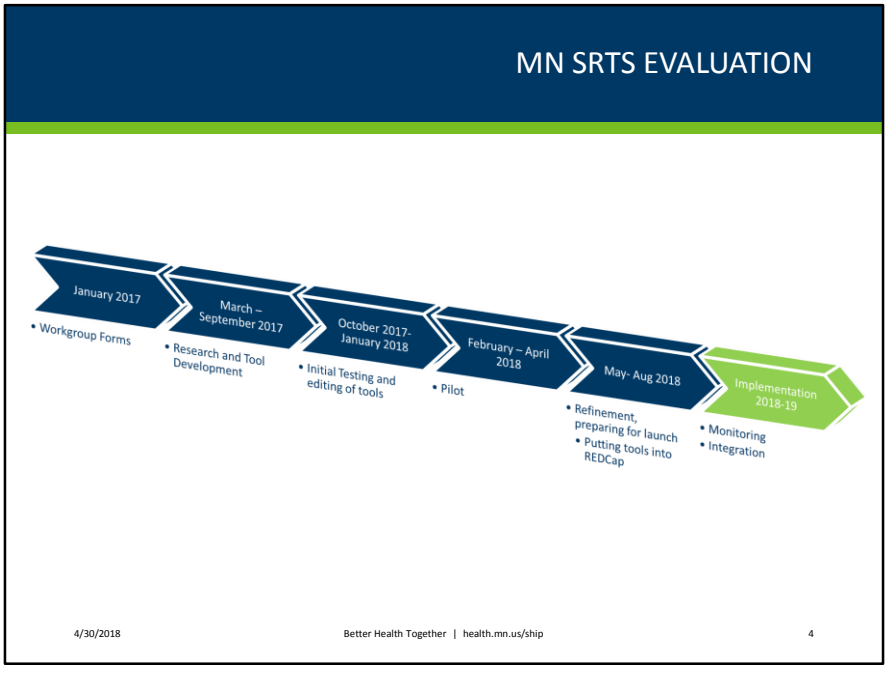
Attendee list is on next slide

7/11/19 Attendees (*Please note this list reflects those who's name appeared or introduced themselves.*
Dave Cowan, MnDOT
Kelly Corbin, MnDOT
Emily Smoke, MDH
Jeremy Vann, MDH
Emily Houser, MnDOT
Kyle Ten Napel
J Lexer
Jessica Roberts (Presenter)
Luke Ewald
Haley Miskowiec
Karen N.
Megan Kirby
Jessica Siede
Cassy
Connie Bernardy
Netty Fiedler
Patrick Hollister

Melissa Hoffman
Tina Moen
Jennie Meinz
Sara
Kat Matusinec/Nick Mason
Josh Ramaker
Ali Mueller
Russel Haberman
Alison Voigt
Lorna Schmidt
Julie Jones
Chad
Jebor003

AGENDA

- Welcome and Introduction
- SRTS Evaluation: What We Have, What we Know, and What We Need
- MnDOT Update
- Announcements

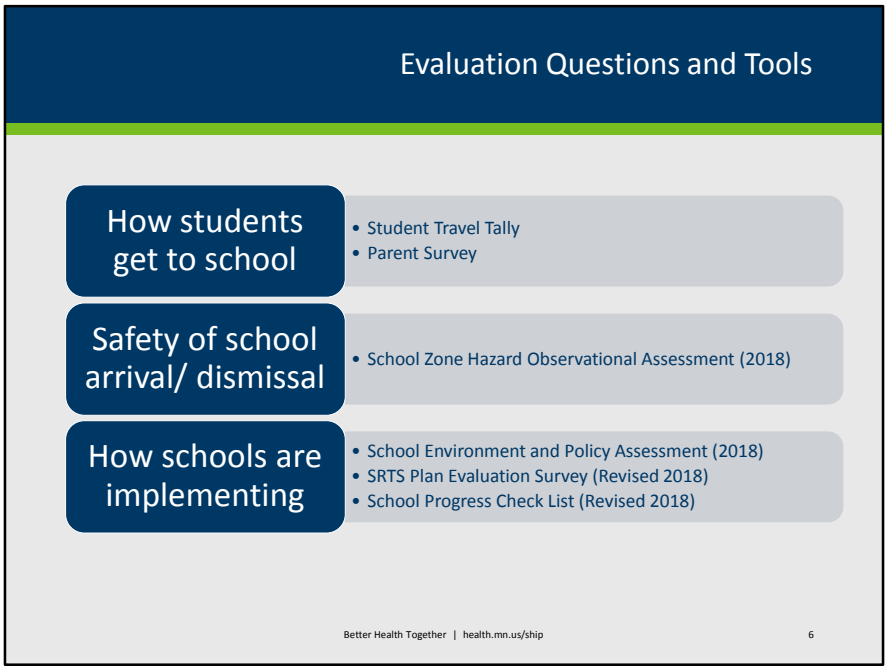


Ongoing: Integration of evaluation into processes and monitoring of programs

Minnesota SRTS Evaluation Plan

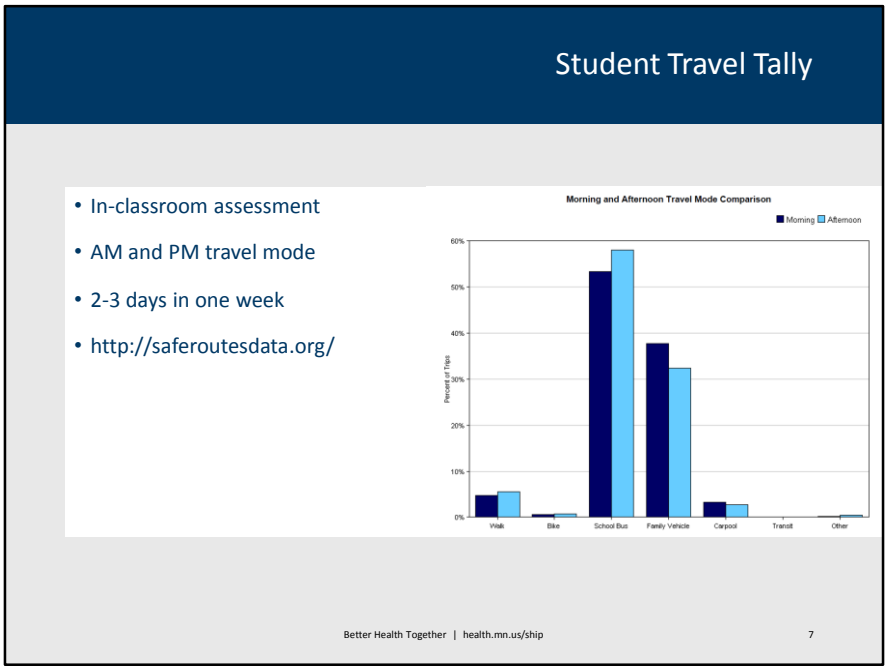
- Part of Strategic Plan
- Framework for local and statewide evaluation
  - **How students get to school**
  - **What is the level of safety of the school arrival and dismissal area**
  - **How are schools implement SRTS**
- Tools for local programs to collect, interpret, and use their own data
- Central statewide database
- On-going analysis and reporting of statewide results

5



Evaluation User Guide:
http://www.dot.state.mn.us/mnsaferoutes/assets/downloads/MN%20SRTS%20Evaluation%20User%20Guide-FINAL.pdf

How do students get to/from school? How is this changing over time?
How safe are school arrival/dismissal areas?
How are schools implementing SRTS programs and projects?

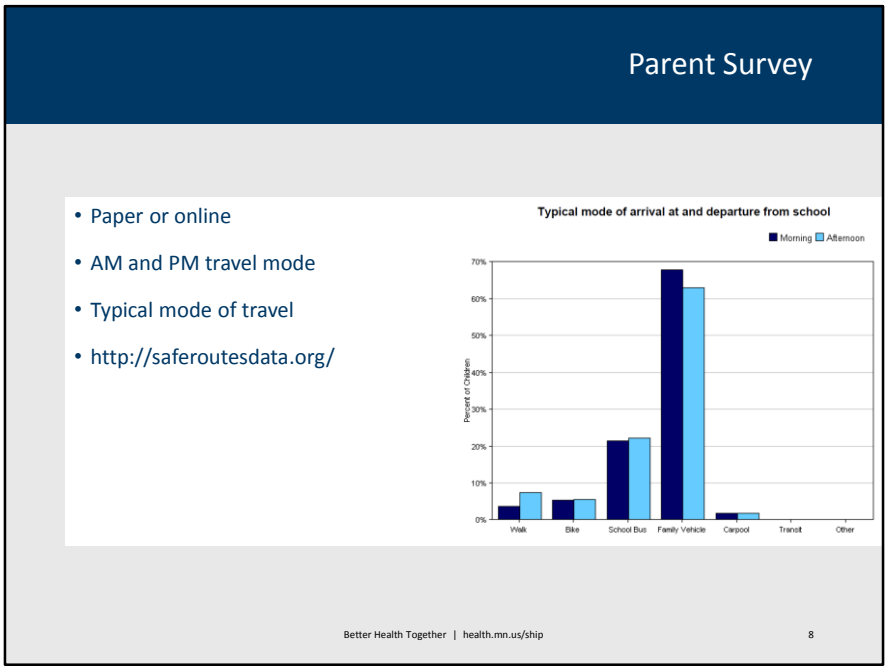


What it measures
How it's administered
Where to find it
What to do after data collection (data submission/processing)
What to do with results (interpretation and use)

This form will help measure how students get to school and whether the SRTS program affects trips to and from school. Teachers can use this form to record specific information about how children arrive and depart from school each day for a week. The information this form helps collect will be used to help track the success of SRTS programs across the country. *How do students travel to and from school?* Tallies can be used to count the number of children traveling to and from school using different modes of travel, such as walking, bicycling, bus, private vehicle, etc. Travel behavior enables a program to measure changes after SRTS activities. It also provides a means of identifying which modes of travel to target and gives a general understanding of the school travel environment.
For two days of one week, teachers ask students how they got to school that day and how they got home the previous day.
Students raise their hands for each mode (walk, bike, car, etc) of travel and the teacher

records the counts.
The in-class tally sheets are collected and the cumulative results are added up. This can be done by entering information into an online data entry tool.
The summary tool also displays some basic analysis information, such as graphically comparing the amount of walking or biking during the morning and the afternoon.

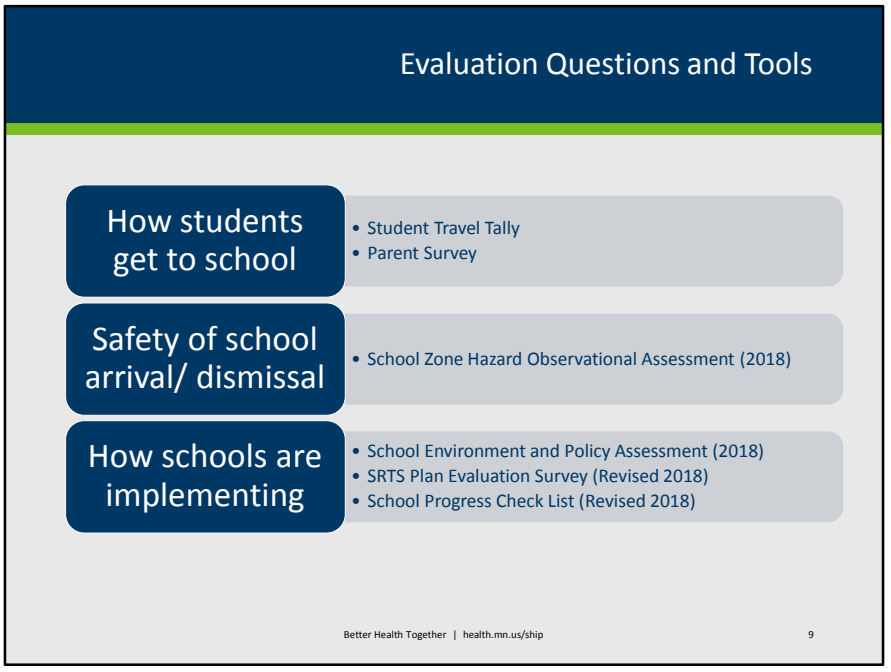
http://guide.saferoutesinfo.org/evaluation/ways_to_collect_information.cfm



What it measures
How it's administered
Where to find it
What to do after data collection (data submission/processing)
What to do with results (interpretation and use)

Parent surveys can answer the question: *What are the attitudes and issues that may influence how students get to and from school?* Understanding why students are or are not walking and bicycling is important. A survey may reveal that parents or caregivers perceive it is unsafe for their children to walk or bicycle. Then the job for a local program is to determine if the perception is reality. If safety is an issue, strategies to fix the unsafe conditions are needed. If it is a *perception* of a safety issue rather than a real danger, then strategies to correct such misperceptions are needed. Without this information, the local program might focus efforts on an issue that will not result in significant improvements.
The survey includes questions about what affects parents' decisions to let children walk or bicycle to school, the presence of factors that might influence parents' decisions, and parents' perceptions of safety related to walking or bicycling to school.

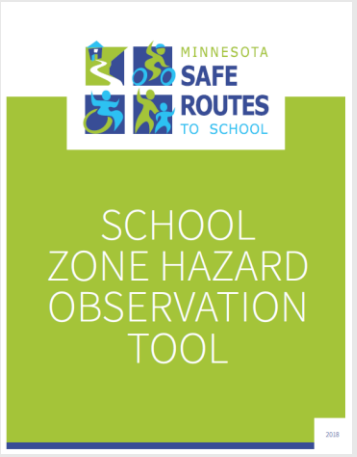
The survey can either be sent home with students for their parents or caregivers to complete or can be distributed as part of parent-teacher conferences.
Surveys are returned to teachers, who then submit them (often to the SRTS program implementer) to be summarized.
A data system assists local program leaders in data entry and summarizing the survey results.



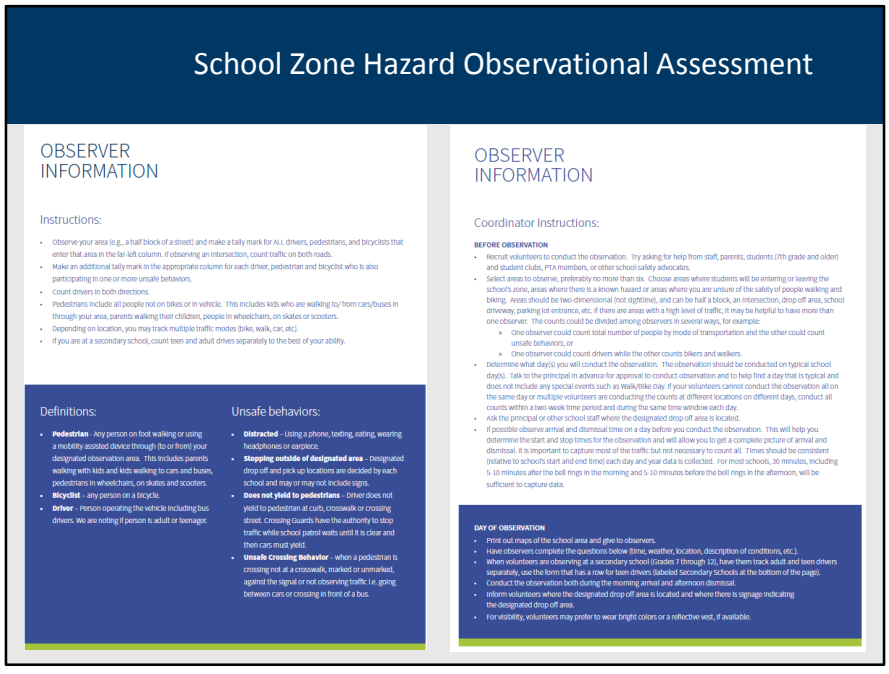
How do students get to/from school? How is this changing over time?
How safe are school arrival/dismissal areas?
How are schools implementing SRTS programs and projects?

School Zone Hazard Observational Assessment

- Outdoor observation
- Arrival and dismissal
- Pre-observation planning
- Post-observation analysis tool
- Launch August 2018



What it measures
How it's administered
Where to find it
What to do after data collection (data submission/processing)
What to do with results (interpretation and use)



School Zone Hazard Observational Assessment

OBSERVER INFORMATION

Instructions:

- Observe your area (e.g., a half block of a street) and make a tally mark for ALL drivers, pedestrians, and bicyclists that enter that area in the far-left column. If observing an intersection, count traffic on both roads.
- Make an additional tally mark in the appropriate column for each driver, pedestrian and bicyclist who is also participating in one or more unsafe behaviors.
- Count drivers in both directions.
- Pedestrians include all people not on bikes or in vehicle. This includes kids who are walking to/ from cars/buses in through your area, parents walking their children, people in wheelchairs, on skates or scooters.
- Depending on location, you may track multiple traffic modes (bike, walk, car, etc).
- If you are at a secondary school, count teen and adult drives separately to the best of your ability.

Definitions:

- **Pedestrian** - Any person on foot walking or using a mobility assisted device through (to or from) your designated observation area. This includes parents walking with kids and kids walking to cars and buses, pedestrians in wheelchairs, on skates and scooters.
- **Bicyclist** – any person on a bicycle.
- **Driver** – Person operating the vehicle including bus drivers. We are noting if person is adult or teenager.

Unsafe behaviors:

- **Distracted** – Using a phone, texting, eating, wearing headphones or earpiece.
- **Stopping outside of designated area** – Designated drop off and pick up locations are decided by each school and may or may not include signs.
- **Does not yield to pedestrians** – Driver does not yield to pedestrian at curb, crosswalk or crossing street. Crossing Guards have the authority to stop traffic while school patrol waits until it is clear and then cars must yield.
- **Unsafe Crossing Behavior** – when a pedestrian is crossing not at a crosswalk, marked or unmarked, against the signal or not observing traffic I.e. going between cars or crossing in front of a bus.

OBSERVER INFORMATION

Coordinator Instructions:

BEFORE OBSERVATION

- Recruit volunteers to conduct the observation. Try asking for help from staff, parents, students (7th grade and older) and student clubs, PTA members, or other school safety advocates.
- Select areas to observe, preferably no more than six. Choose areas where students will be entering or leaving the school's zone, areas where there is a known hazard or areas where you are unsure of the safety of people walking and biking. Areas should be two-dimensional (not sightline), and can be half a block, an intersection, drop off area, school driveway, parking lot entrance, etc. If there are areas with a high level of traffic, it may be helpful to have more than one observer. The counts could be divided among observers in several ways, for example:
  - One observer could count total number of people by mode of transportation and the other could count unsafe behaviors, or
  - One observer could count drivers while the other counts bikers and walkers.
- Determine what day(s) you will conduct the observation. The observation should be conducted on typical school day(s). Talk to the principal in advance for approval to conduct observation and to help find a day that is typical and does not include any special events such as Walk/Bike Day. If your volunteers cannot conduct the observation all on the same day or multiple volunteers are conducting the counts at different locations on different days, conduct all counts within a two-week time period and during the same time window each day.
- Ask the principal or other school staff where the designated drop off area is located.
- If possible observe arrival and dismissal time on a day before you conduct the observation. This will help you determine the start and stop times for the observation and will allow you to get a complete picture of arrival and dismissal. It is important to capture most of the traffic but not necessary to count all. Times should be consistent (relative to school's start and end time) each day and year data is collected. For most schools, 30 minutes, including 5-10 minutes after the bell rings in the morning and 5-10 minutes before the bell rings in the afternoon, will be sufficient to capture data.

DAY OF OBSERVATION

- Print out maps of the school area and give to observers.
- Have observers complete the questions below (time, weather, location, description of conditions, etc.).
- When volunteers are observing at a secondary school (Grades 7 through 12), have them track adult and teen drivers separately, use the form that has a row for teen drivers (labeled Secondary Schools at the bottom of the page).
- Conduct the observation both during the morning arrival and afternoon dismissal.
- Inform volunteers where the designated drop off area is located and where there is signage indicating the designated drop off area.
- For visibility, volunteers may prefer to wear bright colors or a reflective vest, if available.

What it measures – the percent of the people observed exhibiting unsafe behavior
How it's administered
Where to find it
What to do after data collection (data submission/processing)
What to do with results (interpretation and use)

School Zone Hazard Observational Assessment

1. SCHOOL NAME: _____
2. GRADE: _____
3. ARRIVAL START TIME: _____ END TIME: _____

   DISMISSAL START TIME: _____ END TIME: _____
4. CIRCLE APPLICABLE WEATHER CONDITIONS:

   SUNNY RAINY OVERCAST SNOW OTHER: _____
5. APPROXIMATE TEMPERATURE: _____

	YES	NO
6. IS THERE AN APPOINTED SCHOOL STAFF MEMBER OR VOLUNTEER DIRECTING TRAFFIC FLOW?	☐	☐
7. IS THERE A SPECIFIED DROP-OFF / PICK-UP AREA?	☐	☐
8. IS THE DROP-OFF / PICK-UP ZONE SEPARATE FROM OTHER VEHICLES?	☐	☐
9. IS THERE A SPECIFIED BIKE ARRIVAL / DISMISSAL AREA?	☐	☐

Print a map of your school area. If one does not exist use an online map such as Google Maps. Outline the observation area of each location where you are conducting the observations. Assign a location number to each observation area using the numbers listed in the table below. Then complete the remaining columns in each row with the corresponding observer name, whether the listed traffic control devices are present (enter Y or N) and whether the location is at midblock or an intersection (enter M or I). You can have up to six observation areas. It may be helpful to have observers document their observation area by taking pictures of their area from where they are standing.

Location Number	Observer Name	Which of the following traffic control devices are present at the observation area? (Mark an X in the column for each device that is present)							Midblock (M) or Intersection (I)
		Crosswalk Present	Pedestrian Crossing	Signal	Stop Sign	Crossing Guard	School Patrol	Other (specify)	
1									
2									
3									
4									
5									
6									

12

School Zone Hazard Observational Assessment

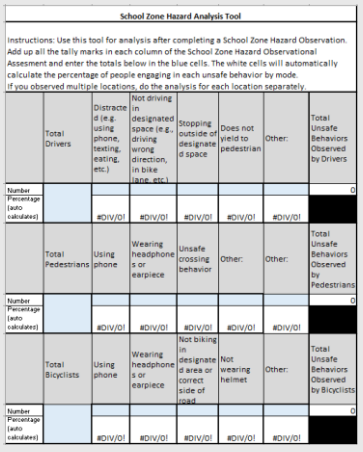
Observer Name: _____ Location:_____ Date: _____ AM/PM (circle)

Total Drivers	Distracted (e.g. using phone, texting, eating, etc.)	Not driving in designated space (e.g., driving wrong direction, in bike lane, etc.)	Stopping outside of designated space	Does not yield to pedestrian	Other:	Other:
Total Pedestrians	Distracted (e.g. using phone, texting, etc.)	Wearing headphones or earpiece	Unsafe crossing behavior	Other:	Other:	Other:
Total Bicyclists	Distracted (e.g. using phone, texting, etc.)	Wearing headphones or earpiece	Not biking in designated area or correct side of road	Not wearing helmet	Other:	Other:

Notes:

Elementary Schools 13

School Zone Hazard Electronic Analysis Tool



School Zone Hazard Analysis Tool

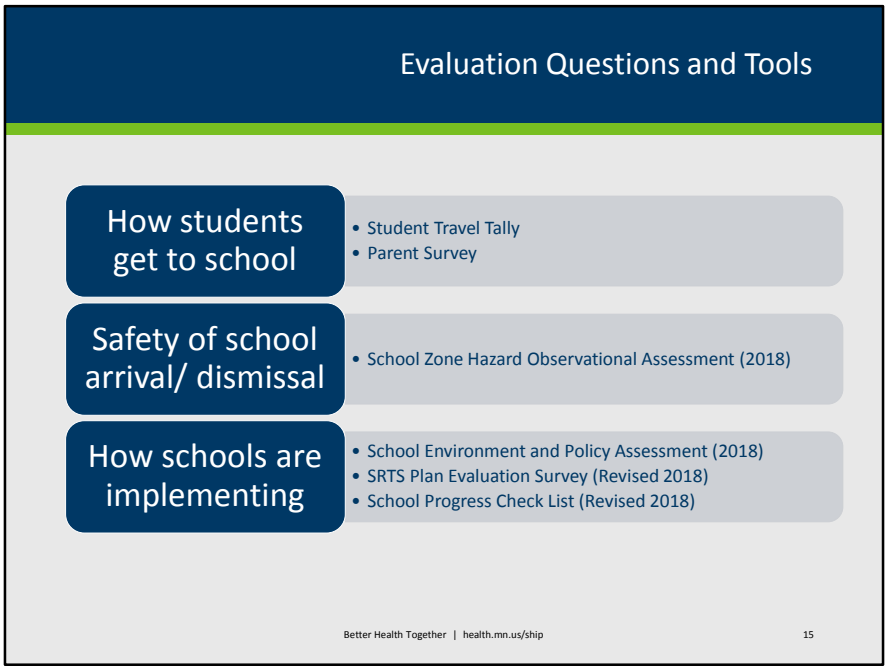
Instructions: Use this tool for analysis after completing a School Zone Hazard Observation. Add up all the tally marks in each column of the School Zone Hazard Observational Assesment and enter the totals below in the blue cells. The white cells will automatically calculate the percentage of people engaging in each unsafe behavior by mode.
If you observed multiple locations, do the analysis for each location separately.

	Total Drivers	Distracted (e.g. using phone, texting, eating, etc.)	Not driving in designated space (e.g., driving wrong direction, in bike lane, etc.)	Stopping outside of designated space	Does not yield to pedestrian	Other:	Total Unsafe Behaviors Observed by Drivers
Number							0
Percentage (auto calculates)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

	Total Pedestrians	Using phone	Wearing headphones or earpiece	Unsafe crossing behavior	Other:	Other:	Total Unsafe Behaviors Observed by Pedestrians
Number							0
Percentage (auto calculates)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

	Total Bicyclists	Using phone	Wearing headphones or earpiece	Not biking in designated area or correct side of road	Not wearing helmet	Other:	Total Unsafe Behaviors Observed by Bicyclists
Number							0
Percentage (auto calculates)		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

Enter the numbers from the observation into the blue boxes and the percentages and totals will be auto calculated for you



Jill Paste links into WebEx chat box in real time.

How do students get to/from school? How is this changing over time?
How safe are school arrival/dismissal areas?
How are schools implementing SRTS programs and projects?

School Environment and Policy Assessment

- Online assessment
- Built-in advice and guidance for planning
- May require talking to partners to find answers
- Launch August 2018
- https://apps.health.state.mn.us/redcap/surveys/?s=EE3A7LA8M8

Better Health Together | health.mn.us/ship 16

The purpose of the tool is to identify what aspects of environment and policy in the school zone create a safe and appealing walking and biking environment, and what aspects need some improvement. Questions address your school's policies and practices around walking and biking, your school property arrival and dismissal procedures, and your school zone's environment. This tool can be used to measure progress over time in Safe Routes to School initiatives, including both infrastructure and non-infrastructure changes. It does not require in-person observation but may require talking with partners (such as the School Wellness Coordinator, Principal/Vice-Principal, School Resource Officer, PTA Representatives, Physical Education Teacher, District/School Transportation Director, Parent Champions, and/or Crossing Guard/Student Safety Patrol Coordinator) to find answers to some questions. During the survey, as you answer each question, targeted suggestions for improvement will appear based on your answer. These suggestions are encouraged to be used when planning your safe routes to school initiative. At the end of the assessment, you will be able to save and print a copy of your full results, along with the targeted suggestions for improvement.

After completion, we recommend Reviewing answers and the resources to identify priority areas for change and develop an action plan to address them. Assess how your

answers have changed over time whether improvements have resulted or are necessary.

SRTS Plan Evaluation Survey and School Progress Checklist

- Based on 2017 Plan Scan
- Online survey
- Six E's
- Implementation phases
- Launch August 2018
- Plan Evaluation Survey
  - https://apps.health.state.mn.us/redcap/surveys/?s=CN7Y8PDEAW
- School Progress Checklist
  - https://apps.health.state.mn.us/redcap/surveys/?s=4M9AJTN7PR

Ask Dave to cover background (2 min)

There are two tools measure the progress of SRTS plan/activity implementation. The Plan Evaluation survey covers implementation at the PLAN level, the School Progress Checklist measures the stage of progress that a single school is in on SRTS activities and can be used by a school with or without a safe routes plan.
Where to find it – SRTS website
What to do with results (interpretation and use)

Schedule

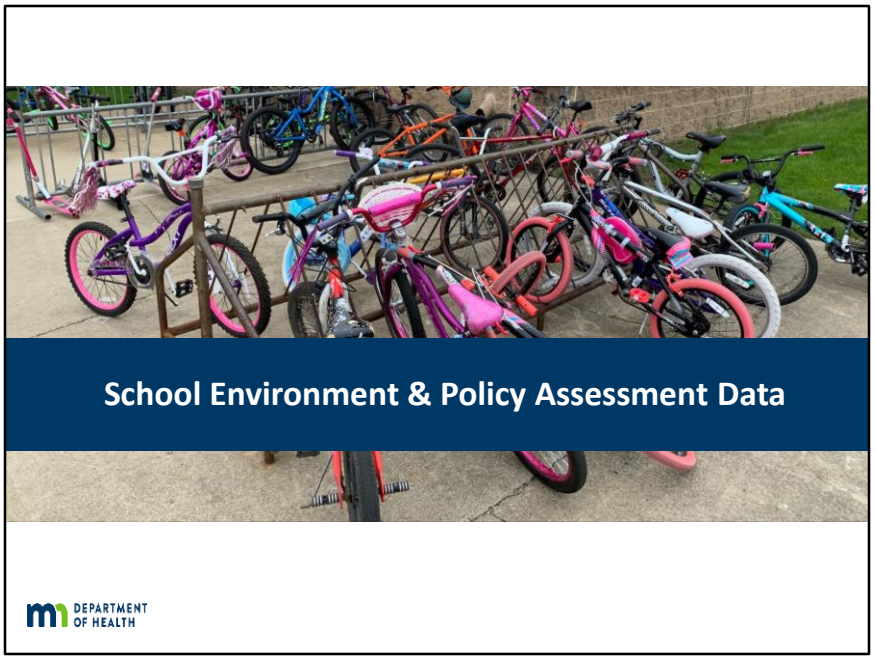
Evaluation Tool	Who Completes	How often	Data Analysis
Student Tally Survey	Local Coordinator	Annually or Semi Annually	End of calendar year
Parent Survey	Local Coordinator	Annually or Semi Annually	End of calendar year
School Hazard Observation Tool	Local Coordinator with volunteer support	Annually and repeat 6 months after intervention	Local Use. Regional or state use is TBD
School Environment and Policy Assessment	Local Coordinator or Planner	Annually (start of planning process)	Annually June - July
SRTS Plan Evaluation Survey	Local Coordinator or Planner	Annually after plan has been completed	Annually June - July
School Progress Check List	Local Coordinator or Planner	Annually after plan has been completed	Annually June - July

Workgroup will provide:

- Ongoing monitoring
- Continued promotion
- Update tools as needed

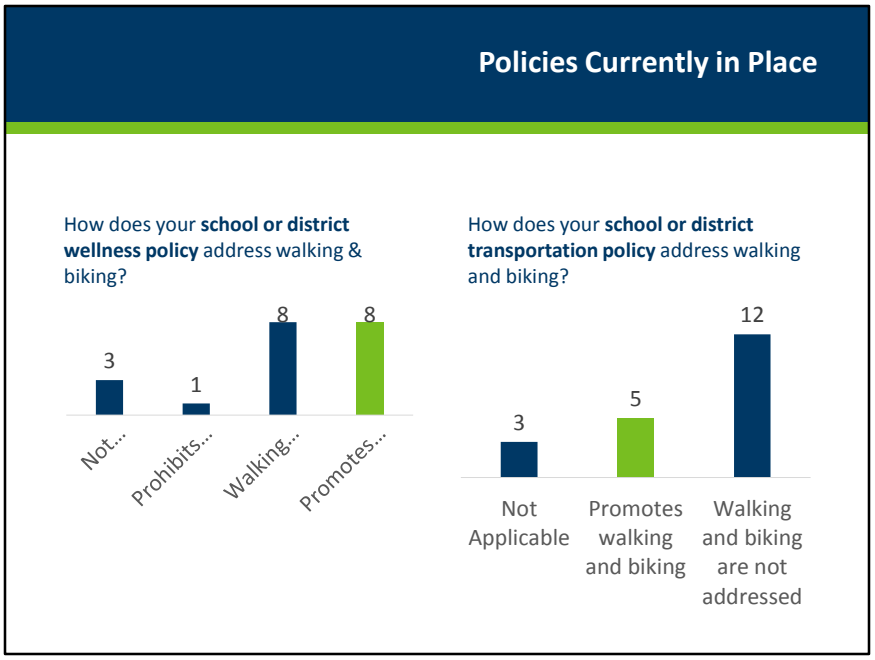
Technical Assistance

- Create recorded webinar for usage of tools
- Consulting support (Blue Cross, MDH, and MnDOT)

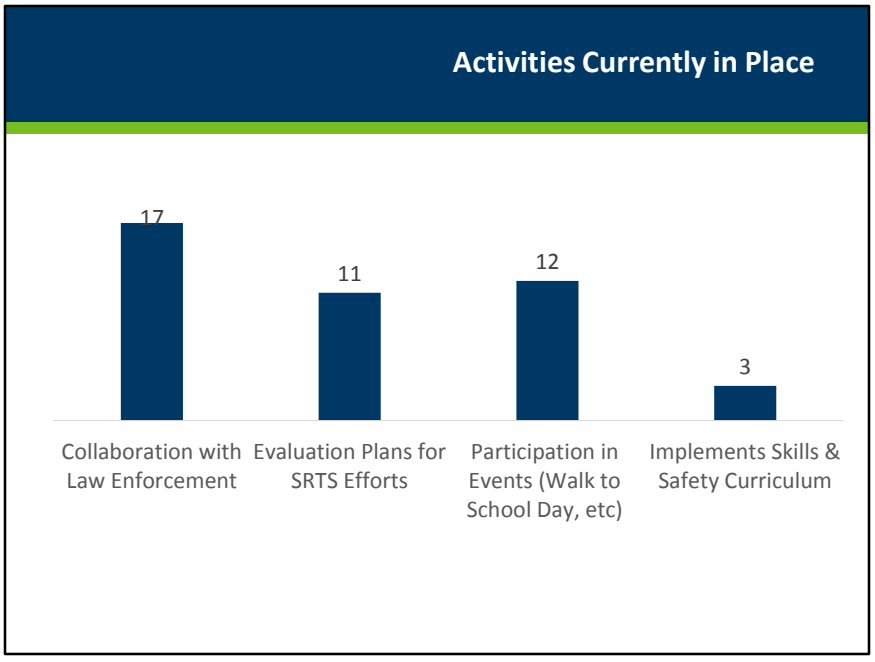


Data from 20 schools collected from October ‘18 to Jan ‘19
Reported in REDCap using the School Environment & Policy Assessment Tool

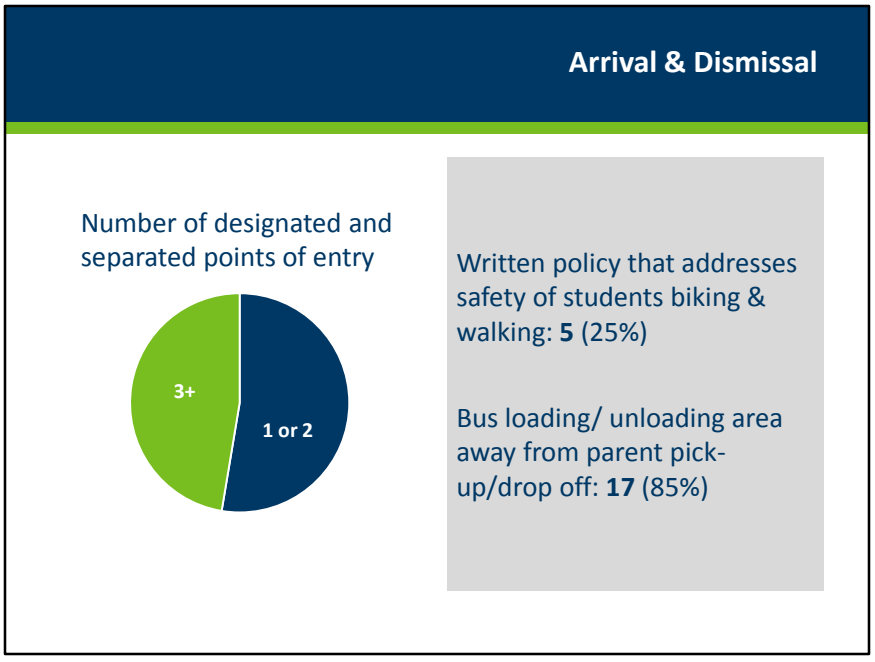
“Used to identify what aspects of environment and policy in the school zone create a safe and appealing walking and biking environment, and what aspects need improvement.”
http://www.dot.state.mn.us/mnsaferoutes/resources/evaluation.html#_evaltools



8 of 20 (40%) of wellness policies promote walking and biking
5 of 20 (25%) of transportation policies promote walking and biking

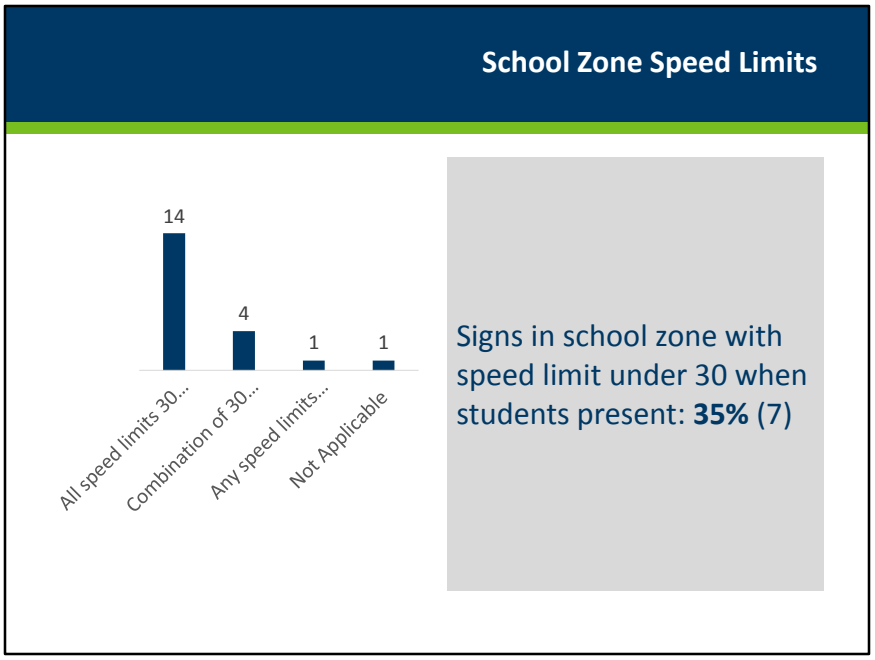


Collaboration with Law Enforcement 17 (0.85)
Evaluation Plans for SRTS Efforts 11 (0.55)
Participation in Events (Walk to School Day, etc) 12 (0.6)
Implements Skills & Safety Curriculum 3 (0.15)

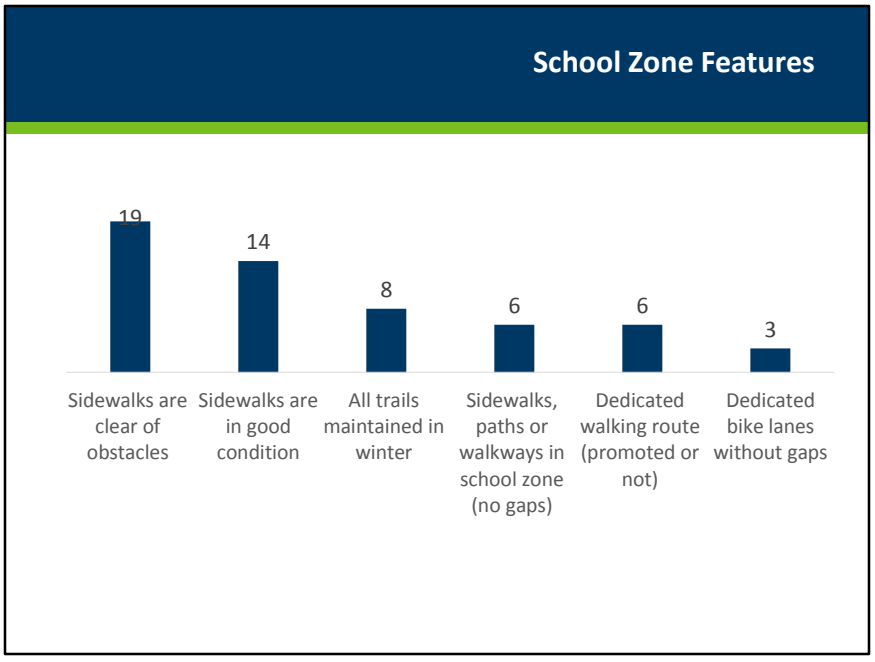


designated and separated points of entry

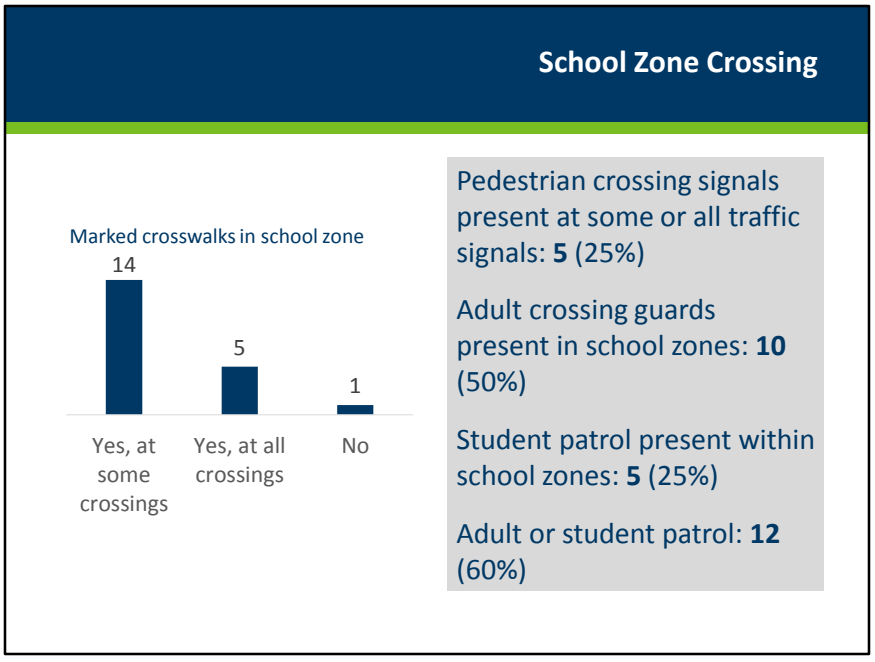
1 or 2: 10 (53%)
3+: 9 (47%)



All speed limits 30 mph or less: 14 (70%)
Combination of 30 mph and 35 mph: 4 (20%)
Any speed limits 40 mph or more: 1 (5%)
Not Applicable: 1 (5%)



Sidewalks are clear of obstacles : 19 (0.95)
Sidewalks are in good condition: 14 (0.7)
All trails maintained in winter : 8 (0.4)
Sidewalks, paths or walkways in school zone (no gaps) : 6 (0.3)
Dedicated walking route (promoted or not) : 6 (0.3)
Dedicated bike lanes without gaps: 3 (0.15)



No: 1 (0.05)
Yes, at all crossings: 5 (0.25)
Yes, at some crossings (or within designated route): 14 (0.7)

95% all or some marked crosswalks

Discussion Question

How might any of this information be helpful to you?

What do you want it to tell you that it currently does not?

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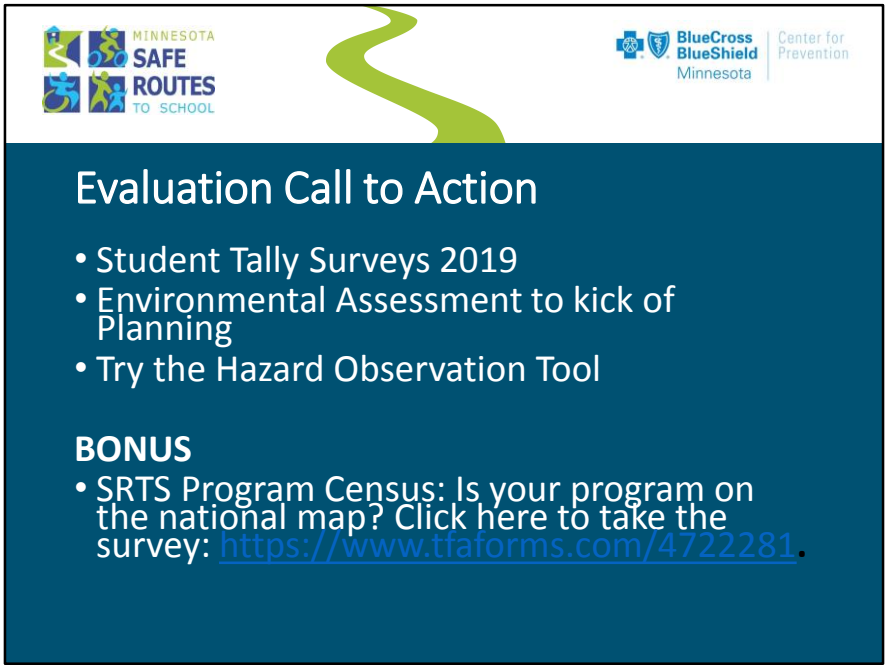


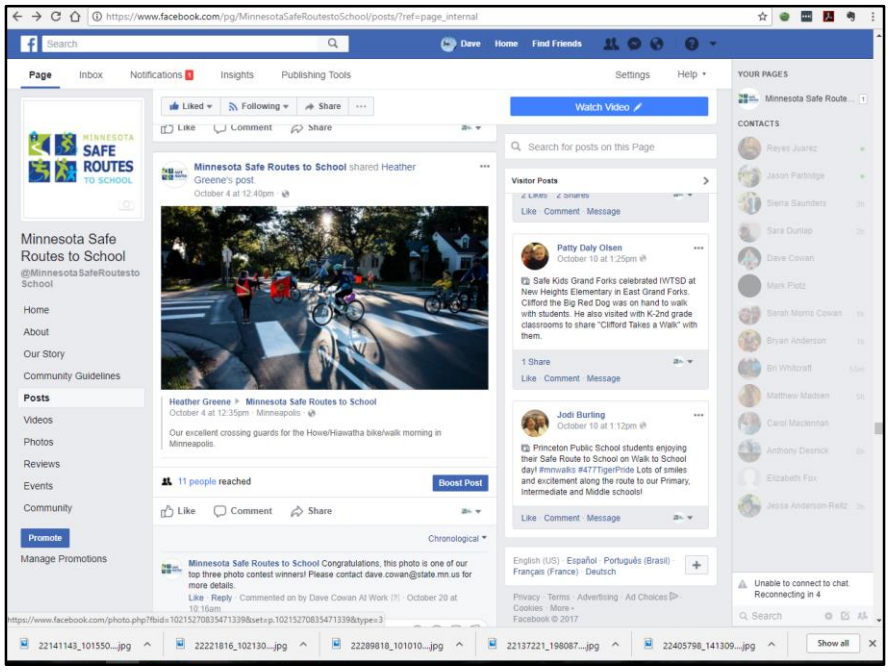
Need Help with evaluation? Email Jill and she can help or find someone who can.

MINNESOTA
SAFE
ROUTES
TO SCHOOL
BlueCross
BlueShield
Minnesota
Center for
Prevention
AGENDA
• Welcome and Introduction
• SRTS Evaluation: What We Have, What we Know, and What We Need
• MnDOT Update
• Announcements

Minnesota Safe Routes to School Update
Dave Cowan
Safe Routes to School Coordinator
Minnesota Department of Transportation
MINNESOTA
SAFE
ROUTES
TO SCHOOL

Entry level
Sign up and we can support with materials
Builds future champions into our network
Increases in the past couple of years

#mnwalks


https://www.facebook.com/pg/MinnesotaSafeRoutestoSchool/posts/?ref=page_internal
Search
Dave
Home
Find Friends
Page
Inbox
Notifications
Insights
Publishing Tools
Settings
Help
Liked
Following
Share
Watch Video
Like
Comment
Share
Minnesota Safe Routes to School shared Heather Greene's post.
October 4 at 12:40pm
Minnesota Safe Routes to School
@MinnesotaSafeRoutestoSchool
Home
About
Our Story
Community Guidelines
Posts
Videos
Photos
Reviews
Events
Community
Promote
Manage Promotions
Heather Greene ▸ Minnesota Safe Routes to School
October 4 at 12:35pm · Minneapolis ·
Our excellent crossing guards for the Howe/Hiawatha bike/walk morning in Minneapolis.
11 people reached
Boost Post
Like
Comment
Share
Chronological
Minnesota Safe Routes to School Congratulations, this photo is one of our top three photo contest winners! Please contact dave.cowan@state.mn.us for more details.
Like · Reply · Commented on by Dave Cowan At Work · October 20 at 10:16am
Search for posts on this Page
Visitor Posts
Like · Comment · Message
Patty Daly Olsen
October 10 at 1:25pm
Safe Kids Grand Forks celebrated IWTSD at New Heights Elementary in East Grand Forks. Clifford the Big Red Dog was on hand to walk with students. He also visited with K-2nd grade classrooms to share "Clifford Takes a Walk" with them.
1 Share
Like · Comment · Message
Jodi Burling
October 10 at 1:12pm
Princeton Public School students enjoying their Safe Route to School on Walk to School day! #mnwalks #477TigerPride Lots of smiles and excitement along the route to our Primary, Intermediate and Middle schools!
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Jason Partridge
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Dave Cowan
Mark Plotz
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Anthony Diesnick
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Show all

Other event ideas:

- Organize walking school buses or bike trains
- Run a Bus Stop and Walk
- Make signs and banners for students or yards
- Invite elected officials and city staff to join the walk
- Greet students with a healthy snack and a high five
- Use our materials to promote your event!

34

MINNESOTA SAFE ROUTES TO SCHOOL

www.mnsaferoutestoschool.org

35

Implementation support
Funding
Capacity of rdcs
Evaluation
Completeness of an application (asks the most important questions)
Most planning work or largest # of students reached

CATALYST FUNDING INITIATIVE

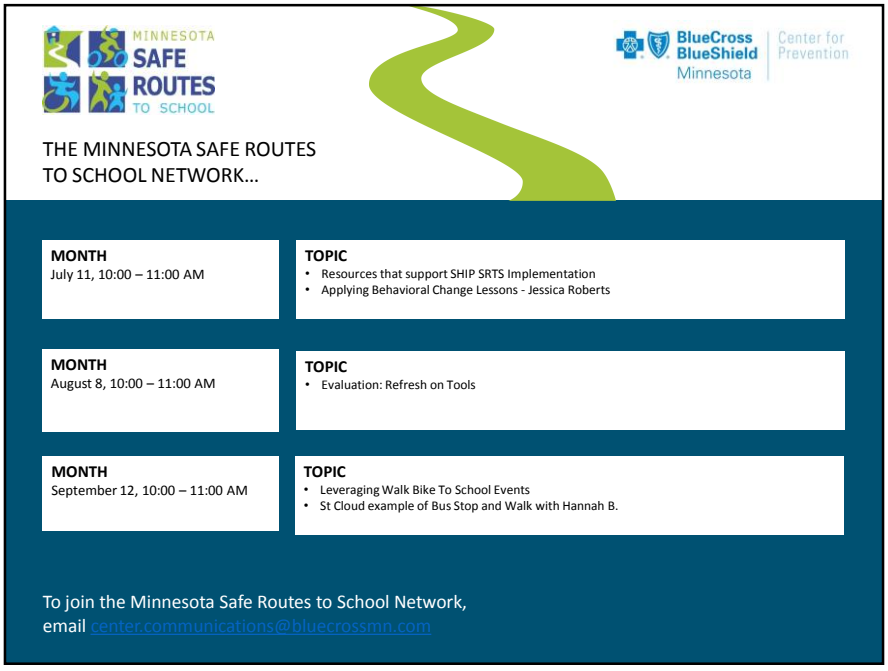
Catalyst is designed to support the implementation o creative solutions to health inequities and jump-start community initiatives. Catalyst will fund community-driven, culturally specific efforts that advance health equity.

- Ideas must address either physical activity, healthy eating, reducing commercial tobacco use or any combination of these areas
- Projects that can be implemented January 1 – December 31, 2020
- Funding range is $5000 - $25,000
- Applications due Friday, August 23, 2019 1:00 p.m.

https://www.centerforpreventionmn.com/our-approach/available-funding/

This is not an all-inclusive list. What is both exciting and challenging about this funding is we want to leave the door open to the possibilities of your ideas.

https://www.centerforpreventionmn.com/our-approach/available-funding/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TO SCHOOL
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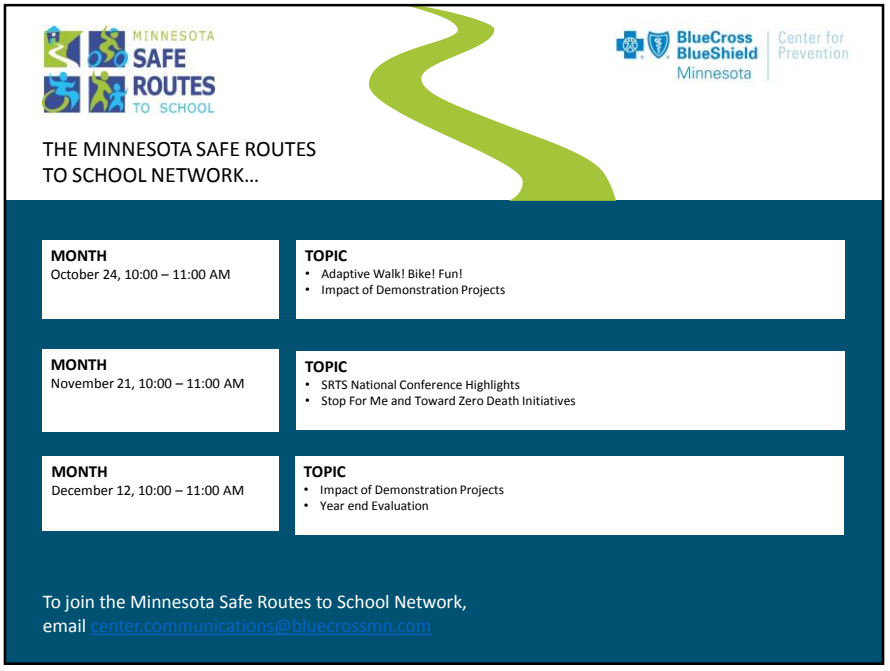
THE MINNESOTA SAFE ROUTES
TO SCHOOL NETWORK…
MONTH
July 11, 10:00 – 11:00 AM
TOPIC
• Resources that support SHIP SRTS Implementation
• Applying Behavioral Change Lessons - Jessica Roberts
MONTH
August 8, 10:00 – 11:00 AM
TOPIC
• Evaluation: Refresh on Tools
MONTH
September 12, 10:00 – 11:00 AM
TOPIC
• Leveraging Walk Bike To School Events
• St Cloud example of Bus Stop and Walk with Hannah B.
To join the Minnesota Safe Routes to School Network,
email center.communications@bluecrossmn.com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THE MINNESOTA SAFE ROUTES
TO SCHOOL NETWORK…
MONTH
October 24, 10:00 – 11:00 AM
TOPIC
• Adaptive Walk! Bike! Fun!
• Impact of Demonstration Projects
MONTH
November 21, 10:00 – 11:00 AM
TOPIC
• SRTS National Conference Highlights
• Stop For Me and Toward Zero Death Initiatives
MONTH
December 12, 10:00 – 11:00 AM
TOPIC
• Impact of Demonstration Projects
• Year end Evaluation
To join the Minnesota Safe Routes to School Network,
email center.communications@bluecrossmn.com

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2019 MEETINGS
2019 Meeting Dates:
~~January 17 (3rd Thursday)~~
~~February 14~~
~~March 14~~
~~April 11~~
~~May 9~~ Cancelled
~~June 13~~
~~July 11~~
~~August 8~~
September 12
October 24 (Changed)
November 21 (Changed)
December 12
Call Time: 10:00 – 11:00AM

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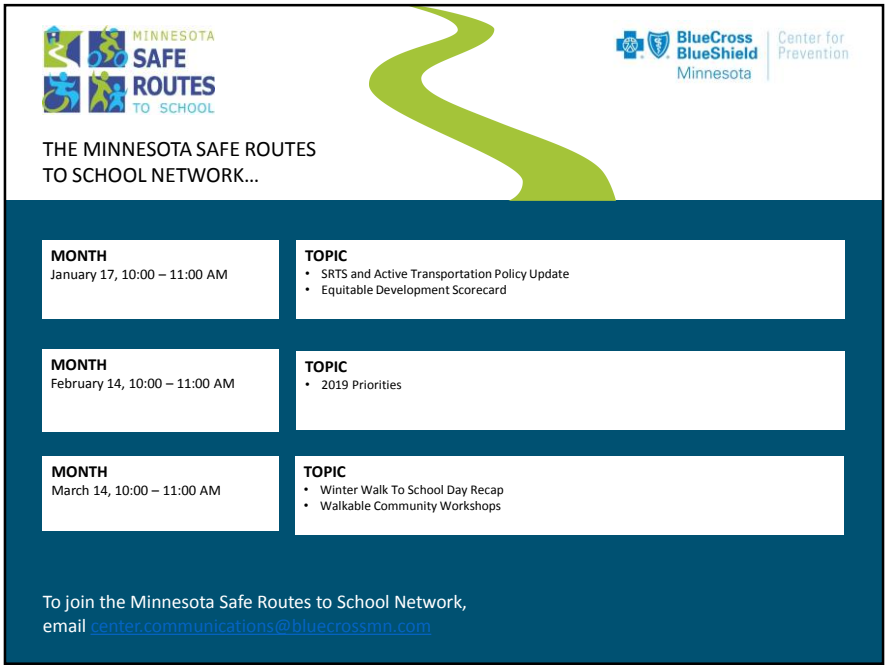
THANK YOU!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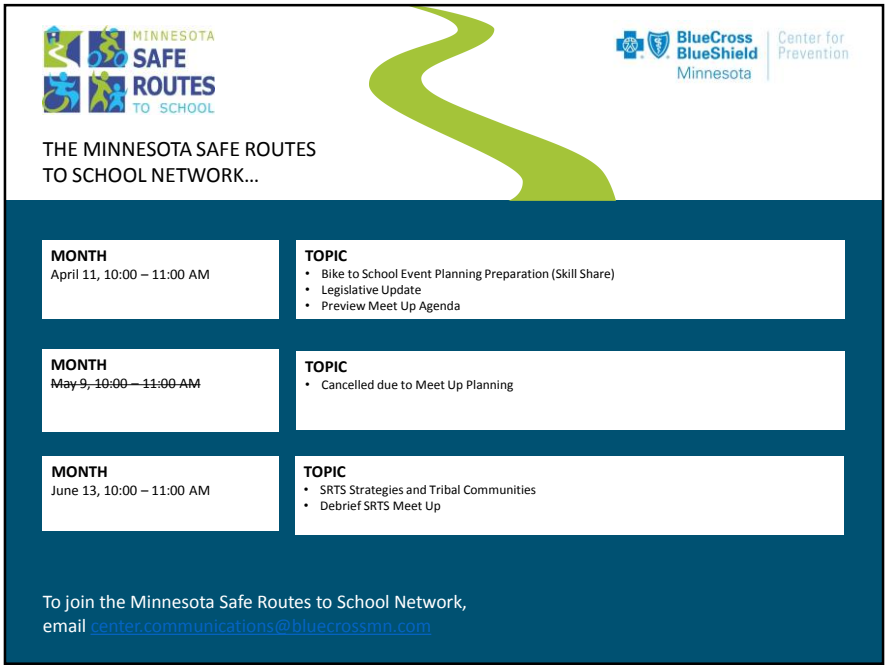
THE MINNESOTA SAFE ROUTES
TO SCHOOL NETWORK…
MONTH
January 17, 10:00 – 11:00 AM
TOPIC
• SRTS and Active Transportation Policy Update
• Equitable Development Scorecard
MONTH
February 14, 10:00 – 11:00 AM
TOPIC
• 2019 Priorities
MONTH
March 14, 10:00 – 11:00 AM
TOPIC
• Winter Walk To School Day Recap
• Walkable Community Workshops
To join the Minnesota Safe Routes to School Network,
email center.communications@bluecrossmn.com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THE MINNESOTA SAFE ROUTES
TO SCHOOL NETWORK…
MONTH
April 11, 10:00 – 11:00 AM
TOPIC
• Bike to School Event Planning Preparation (Skill Share)
• Legislative Update
• Preview Meet Up Agenda
MONTH
~~May 9, 10:00 – 11:00 AM~~
TOPIC
• Cancelled due to Meet Up Planning
MONTH
June 13, 10:00 – 11:00 AM
TOPIC
• SRTS Strategies and Tribal Communities
• Debrief SRTS Meet Up
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email center.communications@bluecrossmn.com